Attachment A

Engagement Report – Central Sydney On-Street Parking Policy

CITY OF SYDNEY

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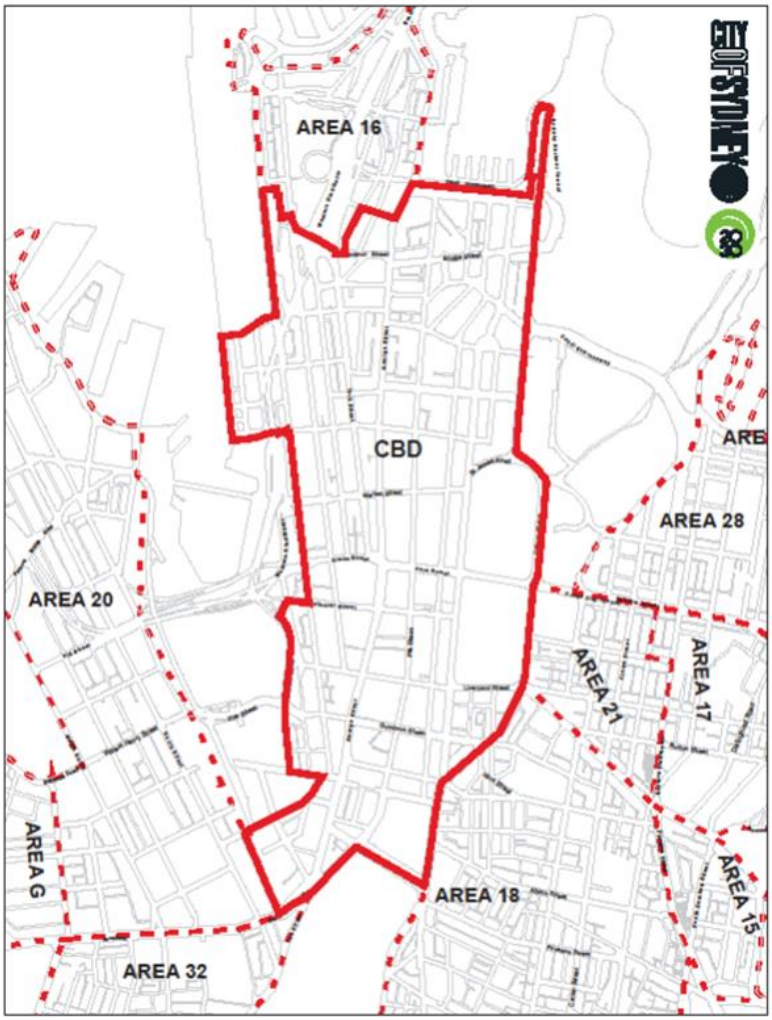

Engagement report
March 2025

The City of Sydney acknowledges the Gadigal of the Eora Nation as the Traditional Custodians of our local area.

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1. Introduction

This engagement report summarises feedback from community consultation for the proposed updates to the Central Sydney On-Street Parking Policy. The updated Policy includes changes to make it clearer, improve how it's managed, align it with the City of Sydney's (the 'City') current plans and strategies and make sure it reflects the needs of our communities.

We are updating this policy to make sure it meets the needs of our growing, vibrant city.

The Policy provides a consistent approach to managing on-street parking in central Sydney, balancing the complex and competing needs of access to the kerbside.

The Policy applies only to central Sydney and sets the framework for allocating scarce kerb space to high-value uses. It supports a well-connected and accessible city while aligning with broader strategies, including Sustainable Sydney 2030–2050, the Access Strategy, and the Central Sydney Planning Strategy 2016–2036.

The Policy was last reviewed in 2018. A planned review was delayed due to the NSW Government's unrealised strategy development and the pandemic.

Significant growth and improvements to public transport and the public domain mean demand for kerbside access has changed. We work with Transport for NSW to manage parking hotspots and ensure efficient use of space. This update ensures the Policy remains relevant, effective, and aligned with our city's transport and planning goals.

2. Context

A growing city

The Central Sydney On-Street Parking Policy provides a framework for allocating kerb space to high-value uses, including no parking zones, taxi and point-to-point services, delivery and service vehicles, mobility parking, authorised vehicle zones and short-stay parking.

To strengthen the Policy's effectiveness, we are proposing operational changes, including:

- adopting a 'use of the kerb' approach to improve parking and stopping allocation
- minor text updates to strengthen the link between shared and individual off-street loading docks and the retention of on-street loading in those areas.
  This update aligns the policy with our long-term transport and planning strategies while ensuring central Sydney remains accessible, efficient, and well managed.

Aligning with city strategies

The Policy has been reviewed to make sure it aligns with Sustainable Sydney 2030–2050 Continuing the Vision, the Community Strategic Plan and the Access Strategy and Action Plan – Continuing the Vision.

3. Engagement summary

3.1. We asked the community for feedback on the updates to our car sharing policy

Consultation activities included:

- **Sydney Your Say webpage** The page included an electronic copy of the draft policy document, link to the survey and provided a summary of the policy
- **Online feedback** through survey responses.
- **Quick poll** on our consultation webpage.
- **Stakeholder email**: A Sydney Your Say monthly newsletter email was sent to **5112** subscribers during consultation.

3.2. Purpose of the engagement

The purpose of the engagement was to:

- Gather feedback from stakeholders and the community about the proposed minor updates to the policy to make it easier to understand and align it with our strategies and plans.

3.3. Summary of engagement outcomes

Below is a break-down of the engagement outcomes during the consultation period:

- There were **343** visits to the 'Sydney Your Say' page during the consultation period.
- **37** people downloaded the draft policy document.
- **22** people responded to the online survey.
- **2** email submissions were received, from GoGet and Ario.

4. Survey response summary

We asked the community to have their say through an online survey and a quick poll. Not all respondents answered all questions. Some questions allowed multiple responses.

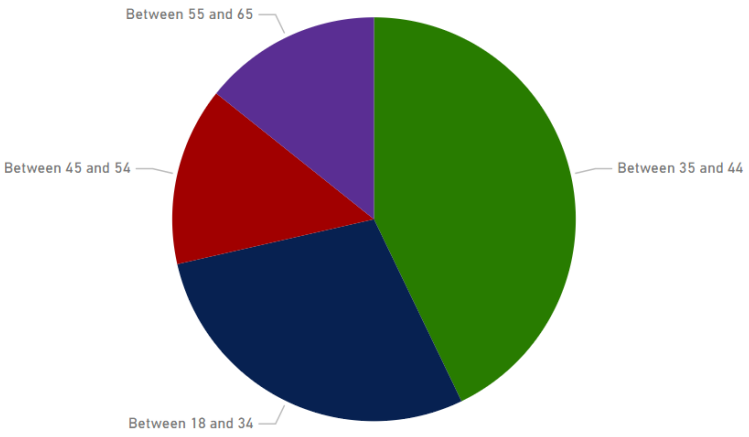
About our respondents

6 respondents were between the ages of 35 and 44

4 respondents were between the ages of 18 and 34

3 respondents were between the ages of 45 and 55

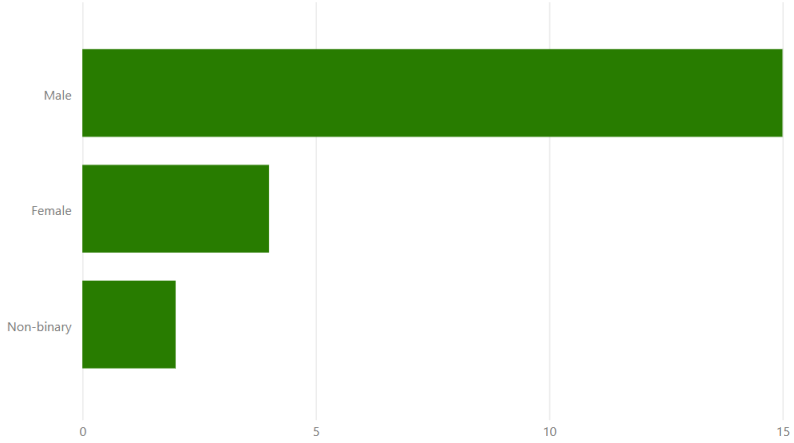
2 respondents were between the ages of 55 and 65



15 respondents identify as male

4 respondents identify as female

2 respondents identify as non-binary



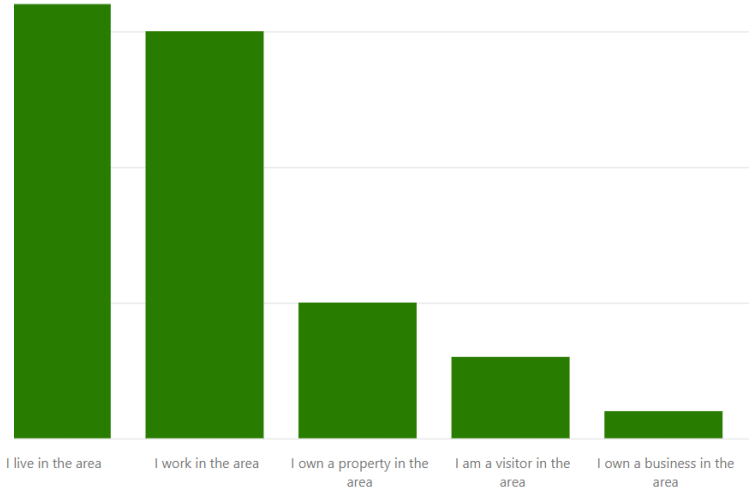
16 respondents live in the area

15 respondents work in the area

5 respondents own a property in the area

3 respondents are visitors in the area

1 respondent owns a business in the area



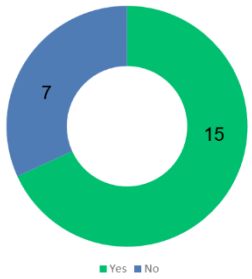
Quick poll summary

96 per cent of respondents to the quick poll thought that managing kerb space in central Sydney was important or very important.

Question 1: Do you drive to Central Sydney

15 respondents drive to Central Sydney

7 respondents do not drive to central Sydney



Question 2: Where do you park in Central Sydney?

8 respondents park in a private parking spot

4 respondents park on street

3 respondents park in a public car park

7 respondents do not park, just pick up or drop off, or drive through

Question 3: Comments on the proposed update to reflect how the City currently decides who can use limited kerb space (Section 2.1).

14 respondents provided comments supporting the new approach with the following feedback:

- **4** comments suggested the new policy should allow space for bikes (both private and public) and outdoor dining.
- **3** comments wanted more no-parking zones in busy areas with clearer signs to make it easy for drivers and pedestrians to spot them.
- **2** comments agreed with the policy with suggestions for car sharing services to be considered for pickup issues.
- **2** comments requested the policy to consider keeping bikes off the footpath.
- **1** comment liked the idea but expressed concerns about driver behaviour and whether the new rules would be properly enforced.

Question 4: Do you support a 5% cap for car sharing spaces in each parking area?

While a car sharing cap is not explored in the draft policy, we used this opportunity to gather sentiment and understand views of central Sydney stakeholders.

4 respondents were in favour of the 5% cap.

4 respondents felt that the 5% cap was too high.

9 respondents thought that the 5% cap was too low.

3 respondents did not have a preference either way.

Open feedback

Question 5 in the survey was a free-text question, asking respondents if they had any other feedback on the proposed changes. The following table summarises the 14 comments raised by respondents. Two comments were submitted to the Neighbourhood On-street Parking Policy survey which was open for feedback at the same time.

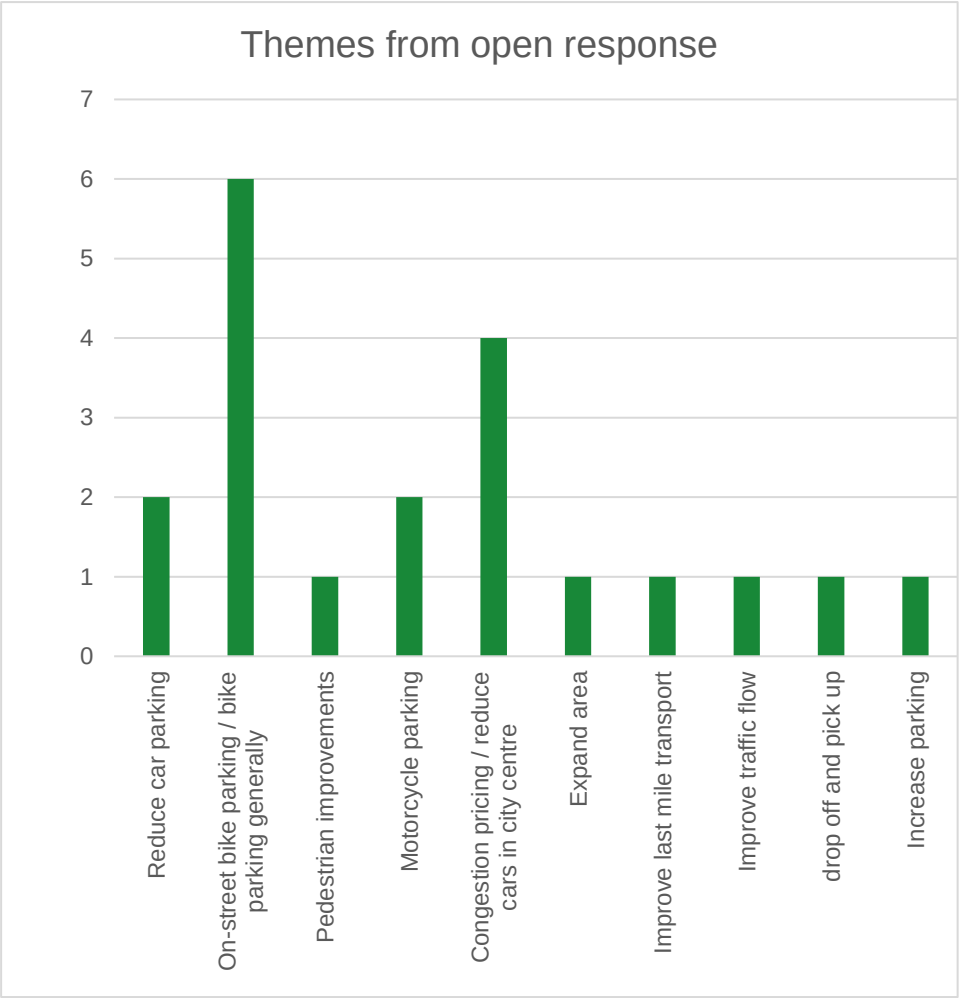
The biggest single issue respondents mentioned was support for on-street bicycle parking and increasing bicycle parking generally (6 comments).

Respondents raised that there was a need to reduce cars in the city centre further such as through congestion pricing (4). This is noted. The Policy enables the City to manage the kerbside in central Sydney to be a city for walking, cycling and public transport.

The other comments were single issues with one or two comments only, and raised: reduce vehicle parking (2), more motorcycle parking (2), support for pedestrian improvements (1), expanding the area that the Policy applies (1), improving traffic flow (1), providing more drop off and pick up (1) and increasing parking (1).

9 comments were not related to the Policy. 2 comments were related to the Neighbourhood On-street Parking Policy and have been reflected there.

Location specific comments or suggestions have been passed onto the relevant operational teams.



Open feedback – Summary

Topic	Description	# of comments	City of Sydney Response
Bicycle parking	Support for on-street bicycle parking and increasing general bicycle parking.	6	Noted. This aligns with section **2.10. On-street bicycle parking – to reduce footpath clutter** in the draft Policy. We're committed to making bicycle transport easier and safer so it's an attractive option for more people. *Priority 1.5* in our *Cycling strategy and action plan* aims to *Continue to provide bike parking in the public domain where needed and on request, including on-street bike parking corrals in suitable high demand locations, and for public schools in our area.*
Congestion pricing	Suggestion for reducing cars in the city centre through measures such as congestion pricing.	4	Noted. Congestion charging is out of scope of the Policy. The NSW Government would be responsible for any congestion pricing scheme.
Reducing vehicle parking	Support for reducing vehicle parking in the city, with an emphasis on managing the kerbside for walking, cycling, and public transport.	2	Noted. The Policy enables the City to manage kerbside use and is an important tool to facilitate a city for walking, cycling and public transport with less reliance on the use of private vehicles.
Motorcycle parking	Request for more motorcycle parking spaces.	2	Noted. The Policy does not allocate priority for private vehicle parking including motorcycles.

Pedestrian improvements	Support for pedestrian improvements, such as widening footpaths and enhancing accessibility.	1	Noted. This parking Policy is an important tool to manage how our kerbside is used in central Sydney to be a city for walking. Our Walking Strategy and Action Plan responds specifically to these issues.
Expanding policy area	Suggestion to expand the area that the policy applies to.	1	The Policy helps us manage parking in our central area, to make sure important uses get priority access to kerbside space. Other areas of our city are covered by the Neighbourhood On-street Parking Policy. That Policy outlines the framework for managing kerb space associated with different land uses, including commercial development.
Improving traffic flow	Call to improve traffic flow, particularly on key city streets.	1	Noted. The proposed Policy reflects the City's adopted access and other strategies.
Drop-off and pick-up zones	Request for more drop-off and pick-up zones in certain areas.	1	Noted. The Draft Policy acknowledges the benefits of pick up and drop off. Location specific comments and suggestions have been forwarded to the relevant City team.
Increasing parking	Suggestion to increase parking spaces in certain locations.	1	Noted. Location specific comments and suggestions have been forwarded to the relevant City team.

Summary of Submissions from Organisations

Organisation	Topic raised	City of Sydney response
Ario	Commends City on commitment to greener, more connected Sydney.	Noted.

Organisation	Topic raised	City of Sydney response
	On-street parking for share micromobility services • Allocating designated on-street parking areas for shared e-bikes and e-scooters with geofencing. • Current policy of allowing scooters to be parked on footpath but not ridden creates confusion. Riding areas should be aligned with parking areas.	Under NSW regulation, electric scooters are currently illegal to ride on public roads and streets unless part of an authorised trial. The draft Policy responds to the issue of footpath clutter in *Section 2.10. On-street bicycle parking – to reduce footpath clutter.*
	No-parking zones for micromobility in key areas.	Noted. The draft Policy at Section 2.10 creates an on-street parking option. The City already uses “No Stopping” and “No Parking” restrictions to improve safety around key areas. Any provisions for device storage on footpaths etc. is not covered by the Policy.
GoGet	On-street car share spaces in central Sydney. • Additional text suggested: 2. Allocation of kerb for parking or stopping […] *dedicated carshare spaces in locations where carshare operators demonstrate high demand from nearby residents and businesses.* • Delete *car sharing services* from 2.7	The City is not currently considering proposals for on-street car share spaces in the area in which the Policy applies. Noted.
	Introduce shared on-street mobility hubs for carshare, rideshare/taxi, bikeshare and other. • New section suggested • Add small vehicle car share on-street parking next to bike share on-street parking spaces. • Additional text suggested to 2.2 Taxis […] *Council can create shared transport hubs where carshare, rideshare, share bikes and taxis at under-occupied taxi ranks.* • Additional text suggested to 2.10 On-street bicycle parking […] *Council can create shared mobility hubs*	Noted. The City’s priority is to create a city for walking, cycling and public transport. Kerb space not required for movement such as public transport operations is allocated to essential functions such as loading and servicing. Private vehicle use including car share is best catered for in off-street parking in Central Sydney. The City has been working with the NSW Government to identify additional new taxi ranks/spaces to support the taxi function.

Organisation	Topic raised	City of Sydney response
	tied with on street shared bicycle parking where council deems appropriate.	
	Include mention of car share in new developments. • Additional text suggested: 1.2 New developments […] The City can also require developers to provide bicycle parking and other end-of-trip facilities in a development. Change to: 1.2 New developments […] The City can also require developers to provide bicycle parking, *car share parking* and other end-of-trip facilities in a development.	Agreed. Change made to the Policy section 1.2.